

# The Daily Kentuckian.

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HOPKINSVILLE, KY., TUESDAY MORNING, MAY 3, 1898.

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## THE MAINE IS AVENGED

### GREAT FEAR IS FELT.

Cost of the Phillipine Victory Not Yet Known at Washington.

NO OFFICIAL COMMUNICATION RECEIVED FROM COMMODORE DEWEY UP TO 1 A. M.

Washington, May 3, 1 a. m.—(Special)—Up to the close of office hours the only information received at the department of the brilliant victory of Admiral Dewey was through the medium of the press dispatches. It is not known when advices will come, as it is thought the Spaniards destroyed the electrical apparatus of the cable before surrendering. In this event it will be necessary to send a report to Hong Kong, which will delay the report. Great anxiety is felt as to fatalities to Americans. It is feared that the Spanish managed to inflict severe damages and that Dewey lost a considerable portion of his men. If this be true, he will be embarrassed in holding Manila. There is talk of sending troops from San Francisco to assist in this work unless he can use the insurgents to garrison the city, but it is more likely that the department will await the official report. The United States will retain at least one good port as a coaling station and basis of supplies. Much uneasiness is felt at foreign headquarters. The bombardment of the city will probably cause complications, as 24 hours warning may not have been given. There is no talk yet of foreign intervention. The reported loss of 550 Spaniards was not official. The loss of life is not known.

#### Sagasta Tells the Queen.

New York, May 2.—(Special)—At the headquarters of the Cable company it is reported that the cable has been cut between Phillipine Islands and Hong Kong.

Official dispatches from Madrid say that Cagasta has gone to the palace to announce to the Queen that the fortress of Cavite has been raised to the ground and the unfortified portions of Manila burned.

The Americans threw petroleum bombs into the town and buildings not demolished were set on fire and soon swept away. The surrender of the city alone stopped the awful carnage.

Admiral Dewey has taken possession and the formation of a national ministry is already being seriously discussed.

Dewey will follow up his great victory with the complete subjection of the islands. He has demanded the surrender of all Spanish vessels in the archipelago, under penalty of bombardment of the ports.

#### Details of the Fight.

Washington, D. C. May 2.—The first details of the battle of Manila came by way of London in two dispatches.

The first cable dispatch announced that the United States fleet entered Manila harbor at daybreak Sunday morning, stationing itself opposite the city. A fort opened fire on the American ships, whereupon they shifted their position to one near Cavite, in Manila Bay, engaging in a fierce fight against both the forts and the Spanish fleet.

The engagement here lasted two hours, and resulted in the annihilation of the Spanish fleet.

This dispatch adds that the

and the telegraph company's agent, and that, pending a decision being arrived at, the cables were not permitted to handle messages.

The second cable dispatch received at the Colonial Office announced that the Spanish Governor-General had refused to surrender.

The message ended with the statement that the British Governor of the Straits Settlements expected that the bombardment of Manila would be begun on Monday morning, when the Spaniards would cut the cable.

Admiral Dewey, it was later learned, thereupon gave notice that he would bombard the town the following morning, unless it was surrendered.

This threat was put into execution this morning and the haughty Dons were speedily brought to terms. The bombardment began by our time about 1 o'clock, but this was very early in the morning by eastern time. After a bombardment of two hours the white flag was raised and a vessel was sent to Admiral Dewey's ship to arrange the details of the surrender.

The damage done was terrific. The property loss is estimated at \$6,000,000 and there is no correct estimate set as to the actual loss of life.

Commodore Dewey in this fight had the advantage of not being handicapped daily by instructions from the department. He sailed from Hongkong under orders that gave him absolute discretion, and when he left that city he was out of the reach of Washington. On his own intelligence the results would depend, and he conducted the attack as seemed to him best. That he has used his naval education to good advantage is apparent. He has met the enemy and they are his. The Administration is highly gratified at the result and pleased to know that he came out of it without the loss of one of his ships, although it was to be expected that he would lose some men, and probably have many wounded. There is talk to-night of reviving the rank of Vice Admiral and giving it to Commodore Dewey. He is the hero of the hour.

#### DEWEY AND HIS CAPTAINS.

The Men Who Won the Victory at Manila Are Old Fighters.

Commodore George Dewey is an old warrior of the navy, who got his christening of fire aboard the old steam sloop Mississippi, under Farragut, in the early days of the civil war. Commodore Dewey is now about 60 years old. He belongs in Vermont, and he was appointed to the naval academy from that state in September, 1854. Four years later, when he graduated, he was sent aboard the steam frigate Wabash for a cruise in the Mediterranean. Dewey got his com-

mission as lieutenant on April 19 1861, eight days after Fort Sumpter was fired upon, and he was immediately assigned to join the Mississippi and do duty with the West Gulf squadron. He was on the Mississippi when she took part with Farragut's other vessels, in forcing an entrance to the Mississippi river, and again when the fleet ran the gauntlet of fire from the forts below New Orleans in April, 1862, and forced the surrender of that city.

Dewey was attached to the steam gunboat Agawam of the North Atlantic squadron, and he took part in the two attacks made on Fort Fisher in December, 1864, and January, 1865. In March, 1865, he got his commission as lieutenant commander, and as such served on the famous old Kearsarge and on



COMMODORE DEWEY.

the Colorado, the flagship of the European squadron, until 1868, when he was sent for service to the naval academy. His first command was 1870, when he had the Narragansett, doing special duty. He became a commander in April, 1872, and still on the Narragansett, making surveys of the Pacific until 1876, when he was made a light-house inspector and later secretary of the lighthouse board. He commanded the Juniata in the Asiatic station in 1882-83 and in September, 1884, was made a captain and put in charge of the Dolphin, one of the four vessels which formed the original "White Squadron." The following year he was sent to command the flagship Pensacola on the European squadron and he stayed there until 1888, when he became the chief of the bureau of equipment and recruiting, with the rank of commodore. This place he held until 1893, when he was made a member of the lighthouse board. He got his commission as commodore on February 28, 1896, and at about the same time was made president of the board of inspection and survey. This place he held until he was put in command of the Asiatic station in January of this year.

Capt. Charles V. Gridley was born in Indiana, and appointed from Michigan, graduating in 1863,

### ARRANGEMENTS FOR CUBA'S INVASION.

Five Thousand Regulars Will Sail from Tampa To-Night.

BATTERIES SERVED WITH AMMUNITION AND SOLDIERS HAVE FULL CARTRIDGE BELTS.

New York, May 2.—A special to the World from Tampa, Fla., says: A rumor is in circulation here to the effect that 5,000 troops and as many Cubans as the Cuban Junta can gather here will leave Tuesday night for Matanzas for the first invasion of Cuba.

The World correspondent's information says that an army officer told him that he had seen an order from the Secretary of War ordering the troops to move Tuesday night, Matanzas being their objective point. Transports are expected Tuesday. It is known that of the thirty days' rations given out a few days ago none is being used and the

regimental officers have received word to have their commands ready to move at a moment's notice.

It is known that the batteries have been served out with 300 rounds each, and all soldiers have full cartridge belts.

Gen. A. W. Greely, Chief Signal Officer, is expected here to-day.

An attempt was made last night to blow up the powder magazine of Knight & Wall. This magazine contains a large store of powder, gun shells and dynamite. It is believed to have been work of agents of the Spanish government now at work in this city.

and being assigned to the steam sloop Oneida, where he served for two years. He commanded the Marion, and is now commanding the Olympia. He was made a captain in March, 1897.

Capt. Nehemiah M. Dyer was born in Provincetown, Mass., in 1839. In April, 1862, he was appointed an acting mate in the navy. He was made a lieutenant in the regular army in 1868, and a few months afterward several vessels in the last twenty years, and now has charge of the Baltimore.

Capt. Joseph B. Coghlan was born in Kentucky and appointed from Illinois. He graduated in 1863. He was executive officer of the Pawnee in 1867, and on the steamer frigate Guerriere in 1868. He commands the Raleigh.

Commander Benjamin P. Lamberton, the second ranking officer of his class in the navy, and at present commanding the Boston, was born in Pennsylvania and graduated from the naval academy in 1895.

Commander Asa Walker, of the Concord, has been in the naval service since November 21, 1862.

Commander Oscar W. Frenchott, of the Monocacy, was born in Texas. He has been fifteen years at sea and sixteen years on shore or special duty.

Commander Edward P. Wood, of the Petrel, is from Ohio. He took charge of the Petrel December 16, 1896, and on July 12, 1897, was raised to the grade of Commander.

He has been eighteen years at sea and fifteen years on other duty.

Capt. Daniel B. Hodgson, commanding the McCulloch, is a native of New York. In his thirty-six years' service Capt. Hodgson has spent twenty-four years and fourteen months on Atlantic coast stations, seven and a half years on the lakes and two and a half years on the Pacific.

#### War Is Expensive.

Washington May 2.—(Special).—Both houses to-day passed the emergency bill appropriating \$36,000,000.

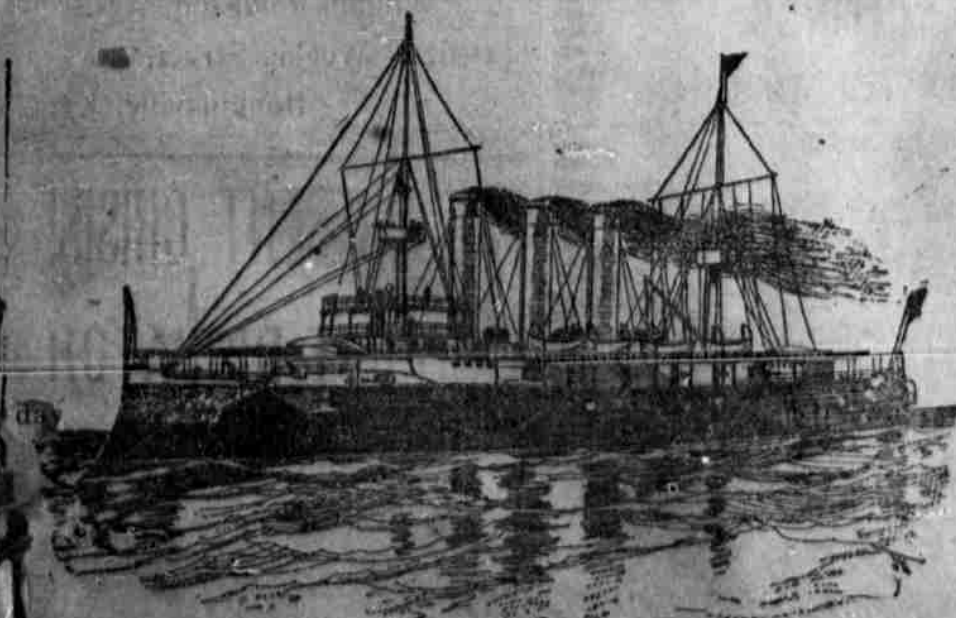
#### Base Ball Reports.

—(Special).—

Baltimore 6, New York 4; Washington 0, Boston 7; Chicago 13, Louisville 7; Brooklyn 10, Philadelphia 9; Pittsburg 3, Cincinnati 7. St. Louis and Cleveland game stopped by rain in third inning, standing 1 to 1.

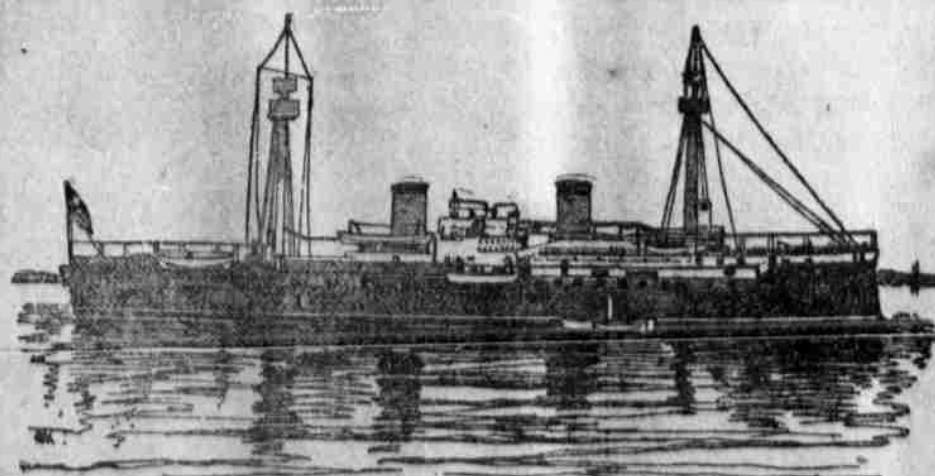
For the first time since 1861 the members of the Marine band at Washington are doing regular duty as enlisted men at the marine barracks. They have to do all the chores that usually fall to the lot of the ordinary marine.

It is held by the Secretary of the Interior that, under section 4716 of the revised statutes, service in the confederate army, voluntarily done, is a bar to a pension under the act of June 27, 1890.



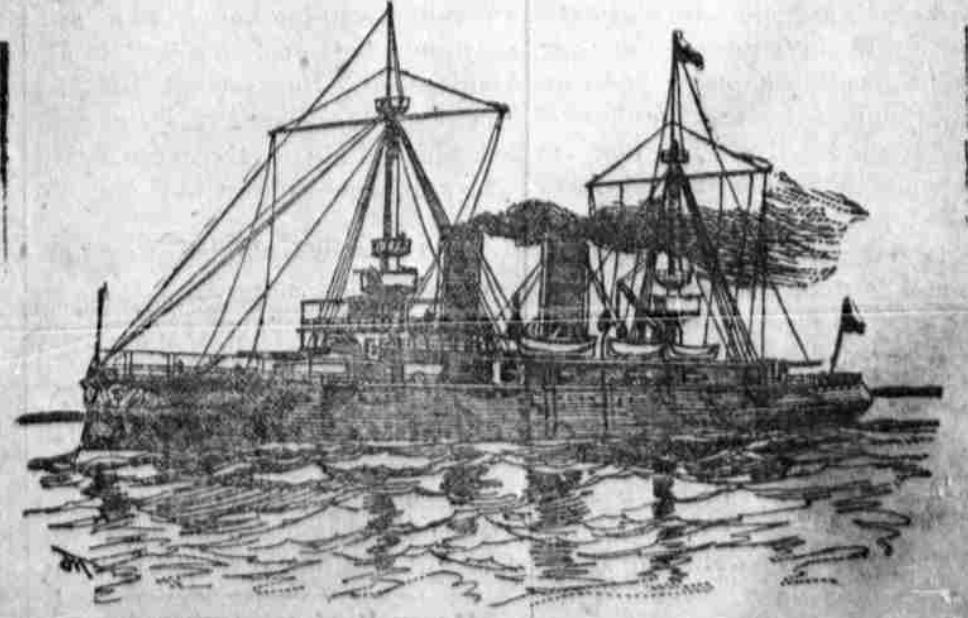
ARMORED CRUISER CARLOS V.

The Carlos V is a fine new steel armored cruiser and is one of the best vessels in the Spanish navy. Her battery consists of two 11 inch rifles and five 8 inch rapid fire guns. The rifles throw projectiles weighing 500 pounds each, the rapid fire guns are able to discharge twelve 70 pound shots a minute.



FIRST CLASS BATTLESHIP PELAYO.

The Pelayo is the only first class battleship owned by the Spaniards. She is modern in every respect. Her displacement is 9,900 tons, and she carries a particularly heavy battery. She is, however, more than 1,000 tons smaller than the Indiana and Iowa of our navy, and experts declare that she would not be a match for either of them in a sea fight.



ARMORED CRUISER CARDENAL CISNEROS.

The Cardenal Cisneros is an armored cruiser of the type of the Viscaya. She would be a dangerous antagonist for any ship, but could probably be disposed of by either the New York or Brooklyn of our navy. The fact that she was six years in being built will possibly add to her efficiency over vessels of her class.

Some of the Spanish Ships Coming This Way